12-7-1977

Avion 1977-12-07

Embry-Riddle Aeronautical University

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Army Aviation Associations ERAU Employees

Jenice Richardson, Veteran's Affairs, and Mary Ditthamer, Admissions, were awarded certificates of appreciation by the ERAU chapter of the Army Aviation Association of America (AAA). AAA President David Keith presented the awards to the two women at the annual professional banquet held at the fourteenth Holiday Inn Friday evening.

Citing exemplary cooperation with the Veteran community and particularly effective assistance in student dealings with the Veteran's Administration, Keith presented Mrs. Richardson the Certificate of Appreciation on behalf of the 104 AAA members for a job done in an exemplary fashion. Mary Ditthamer was honored for her tireless efforts in assisting active duty military personnel in their admissions to ERAU.

Keith emphasized that the awards were in recognition of services and considerations that were well in excess of what is normally expected of administrative staff members, and that the national chapter welcomes opportunities to honor those who go beyond.

Military Aircraft was represented by Mr. Ron Meritt, who addressed the AAA members on current helicopter programs. Mr. Meritt discussed the UH-60A Blackhawk, the U.S. Army's new tactical helicopter, citing the aircraft as the most sophisticated helicopter in production in the world. Meritt's film and lecture presentation outlined what military rotary wing aviation concepts through the turn of the century will be. Increased crashworthiness, reliability, range, capacity, and speed are coupled with lowered maintenance requirements to give the Army increased rotation flexibility and dependability.

OΔK Honorary Taps 19

Omicron Delta Kappa, the national leadership and scholarship honorary, tapped 19 of ERAU's outstanding upperclassmen for membership Sunday night at the President's Residence.

The initiates were selected on a basis of scholarship, participation in school and civic affairs, and leadership as evidenced by supervisory and elective positions.

The initiates were: Laddie Adams, Dianla Farnth, Paul Giacominii, Paul Harrers, Ray Katz, Kenneth Mili, David Keith, Robert Leonen, Alan Nauack, Joseph Oha, John Schulfer, Terry Smith, William Stamm, Susan Sturer, Thomas Stacks, Joabham Wren, Anne Wilson, Sally Silleman, Craig Sabatke.

Photo by Burki

Locomoting In The UC

Sour Grapefruit

College Is Stimulating
This is the last issue of the AVON for the Fall trimester. As a historical perspective let’s take a quick at the events of the last, first, and foremost, the new R.O.C. Constitution. It’s different; but the improvement over the old is still subject to discussion. But all of us have given their hands full to the promise of getting more students involved in the operation of the S.G.A.

To continue with the other organizations under the S.G.A.: The Social Functions, WEU, the Phoenix, and lastly, the Social Services. Under the leadership of Family Housing, has provided the student body with more and varied activities that the school has seen in quite a while. And with WEU, we’ve seen joint functions with K.B.C.C. But can Jimmy continue to just ask for money from the S.G.A.? It seems that Social Functions should help to pay their own way even in a small way, as the other organizations do.

WERU has maintained their another trimester. Although the Program protections are quite good and are earning WERU some valuable money, their radio programming still leaves a lot to be desired. Mike Jarecki is director, but does he think his staff is capable of handling the added responsibility of running WERU? The Phoenix, for the last several years has been better organized than the other papers, and I’m very happy with the outcome. Last year Turner was very important for this year. James Theobald was an important person this year. And in the next, he is still going to have to finish this year’s job. Where are you?

Last but not least, the AVON—It’s been the best year yet. Better articles, more interviews and just an overall larger staff. The Phoenix is slowly but surely getting a staff better, organized, and so the “deadliner” has just been a word.

That pretty much covers the month. Most everything is on the up and up, but there are still plenty of problems to solve. If you’ve got answers to the questions I’ve posed, or advice on how the various organizations ought to be working, don’t talk. Just involve more and get the many responsible organizations to be willing.

For this issue, Happy Hanukkah, Merry Christmas, and have a good New Year.

LETTER TO THE EDITOR

Lee, Ray Kots
E-RAU Avion
Daytona Beach, Fla. 32215

As the semester draws to a close, I’d like to point out to our editor that after many letters, talks, and questions to students in my classes I have gathered attention and E-RAU-er was awarded another pilot for the Air Force ROTC program than any other university in the nation. How I have been able to get these interviews will be more about pilot quizes for the last 15 weeks they have but do not believe. At this writing, 14 pilots quizes for E-RAU sophomores, only five people have been fully qualified. The biggest problem seems to be that the students wants to really make the necessary six days to be considered a pilot candidate. It is not an open issue and it takes time to accomplish the six steps (which you do without the right action). Time is now running out and if more sophomores will graduate before January 1978 they must be returned to AFROTC headquarters to be distributed to qualified skilled pilots in order to keep the flight regulated. If you are truly interested in AFROTC and pilot training, visit the AFROTC office and talk to a flight leader (without obligation) to see if you qualify.

1. Application
2. AFROTC Office Qualifying Test (AFQT)
3. Physical Examination

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ERAU University
Wide Christmas Party

ERAU faculty, staff and Student Government will sponsor a University-wide Christmas Party on Thursday, December 8 from 7 to 9 p.m. in the University Center. Refreshments and a special musical entertainment will be provided. The IGA is providing a Christmas tree for the center of the room. The audience will be entertained by three Christmas carolers from the college and a Christmas Band. There will be a Jingle Bell Orchestra which will play the Christmas spirit.

Clowns For A Day!

By Jimmy Hillinger

What a day! The Locomotion Circus crew did capture the hearts of the Embry-Riddle students and pupils alike as they took over the U.S.C. "Auditorium" for the day. The bell was rung, and the clowns began their performance. The University Center was filled. The clowning, the routines, were times we met to make our payments on time. Unfortunately, we made a last-minute appearance beyond our control, i.e., illness, loss of employment, etc. We understand but do happen and payments cannot be made until the time of the event that we, the clowns, honestly cannot make the scheduled payments. The following can help the situation:

DON'T COUNT THE DEBT; IT WON'T GO AWAY OR BE FORGIVEN.
DON'T GIVE THE CREDIT A QUICK TELEPHONE CALL AND STAY FOR WORK OR TWO. IF AT THE END OF YOUR CREDIT LIMIT ACT OR BRIEFLY MENTION TO THE CREDIT-ACT PREVIOUSLY, IT IS BETTER TO GIVE OUT "ACTS" TOGETHER. EACH OF US, AT TIMES, ENTERS YOUR ACCOUNT FOR MAKE OUR PAYMENTS ON TIME. UNFORTUNATELY, CIRCUMSTANCES BEYOND OUR CONTROL, I.E., ILLNESS, LOSS OF EMPLOYMENT, ETC., ARE UNFORTUNATE BUT DO HAPPEN AND PAYMENTS CANNOT BE MADE.

Summer Intern Opportunity

The American Association of Airport Executives will have a summer intern position at Washington, D.C., for a master who has demonstrated a high interest in airport management career.

AAAE interns will be exposed to association dealings:

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What has been termed the "wrong" event ever since event took place on our brand new stage last Friday night at the Juicy Fruit Production, made up of very select actors, attempted to reeducate us on the amount of how fairy tales should be happened. But lack of talent, or the fact that no organization, was responsible for a very boring event.

We did get a view of our "new stage" which will help make our programming much more effective.

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It was an excellent weekend for everyone as the brothers of Sigma Chi went out and did it all the way. On Friday evening we held our Faculty Cocktails Party. We were pleased to see many of our instructors attend and really got to know them better outside the classroom. We hope they also had an enjoyable time partying with their fellow workers. We plan to do more of these in the near future in hopes of improving the student/faculty relations.

On Saturday, we were fortunate enough to attend the wedding of our alumni Dave Whittaker to Justine Satterfield. Sigma Chi Alumni and their guests of Contact's FDP made the trip to Lakeland to record the event after a night out on the town and a white dance. After a fantastic reception and a little bit of navigation we made our way back to Daytona Beach, despite encountering some FDR conditions, although reports called for clear weather. Congratulations to the new bride and groom and also to Dave Smother and Cheryl Roadhouse on their induction into the Beta High Moon Club.

Although finals are just around the corner, everyone is looking forward to the annual White Rose dance. Many alumni from all over the country plan to be here for this event and we've announced to the members of the situation to everyone involved.

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Libyan Students Arrive For Training

The first of a group of Libyan students have arrived to commence training under a contract with the Libyan Air Club which is equivalent to our General Aviation in this country. The majority of the students will pursue a course of training in Maintenance Technology, with a smaller group enrolled in Flight Technology to acquire ratings through CTI and multi-engine training.

The students presently are concentrating on their subjects toward acquiring more experience in the flight department, prior to commencing more technical training. When their English training is completed, they will be integrated into their respective areas of concentration as enrolled at Emory-Riddle Aeronautical University.

With these and other international students enrolled at the university, an excellent opportunity is provided to learn the culture and history of their countries. It would benefit us all to place ourselves in the shoes of someone visiting for the first time, unsure of ourselves in a different environment, and offer a helping hand. These students are here to learn and return to their home countries as more knowledgeable citizens of the world.

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EMORY-RIDDLE AERONAUTICAL UNIVERSITY

MAINTENANCE NEWS

Bob Olson
Chairman
AMT Division
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For a new course beginning with the Spring '78 trimester entitled 'AMT 201: Aircraft Maintenance for Pilots.' This three credit hour course will meet Monday, Wednesday, and Friday at 6:00 p.m. for one hour. The course will provide the student with a functional knowledge of aircraft maintenance from the pilot's and normal owner's point of view.

ATTENTION INTERNATIONAL

If you are planning to lease the United States for the mass break, please come by the International Student Office at least 2 working days prior to the date it is needed.

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Cuervo. The Gold standard since 1875.
The proposed Dallas flights are estimated to serve a total of 228,000 passengers in the first, including 135,000 additional markets that currently have no direct service.

This filing by Piedmont is in response to a request by the cities for direct flights to Dallas. One of the most significant benefits of this service is that thousands of air travelers would no longer have to change planes on their trips to Dallas/Ft. Worth.

Piedmont President T. H. Davis, commenting on the plans for the application, said, "We will ask the CAB to move as rapidly as possible on our request for service to Dallas/Ft. Worth. We're sure these flights will be done in these areas support us in this.".

Piedmont Airlines currently serves over 80 cities in 12 states, plus the District of Columbia, with a fleet of 25 Boeing jets and 21 YS-11 propajet aircraft.

Cessna Citation Orders Set Records in July

WICHITA, KANSAS - Cessna Aircraft Co. Chairman R.L. Phillips said that orders received in July for the CitationJet公务机substantially exceeded any previous single-month total.

The July sales activity included orders for both the current CitationJet公务机 and the new Citation X公务机, which will be ready for delivery in early 1980.

By Tony French

Several all-portrait orders of the original Flying Tiger planes will be on permanent display here. The Flying Tiger company is the first member of the Group of American Volunteer Groups (AVG). The collection of these portrait orders of the first members killed in service to their country, and the first men who were killed are the AVG's first wartime fighter, bomber pilots, squadron leaders, and colonels who died in action while serving with the Flying Tigers.

The collection was donated on behalf of the states of the late William D. Pecky, Founder and President of the restored air combat group, the group of P-40 Warhawk pilots who originated in 1940 to aid Nationalist China's Air Force. This collection was particularly important to the AVG's air group's support.

The support came about because of talks between Pecky and Chinese representatives in 1939. Because of Pecky's previous experiences with China and aviation, he soon became the prime motivator behind the program.

The first commander of the Flying Tigers was Major Gen. Claire Chennault, who gained distinction as a master of aerial combat tactics when he formed the "Three Men on a Flying Tiger." Chennault was one of those who perfected then unmatched flight techniques which later became the basic weaponry of all military aviation.

The support of the AVG was needed sooner than expected. While the Flying Tigers were still being formed, Pearl Harbor was bombed. Pecky and Chennault dispatched a squadron of 13 planes to China. However, two weeks later the squad in its first action, encountering Japanese aircraft, destroyed one enemy and won the respect of the AVG's pilots.

More than 300 Citations are in operation, well exceeded by any other twinjet-powered business aircraft in as short a six years of production.

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THANK YOU

In behalf of my husband, Assistant Professor, Robert B. Roniger, and myself, the students and faculty of Embry-Riddle particularly Mr. Bob Brown, Dean Fidel and President Jack Hunt for their help and encouragement in furthering my aviation career with the American Association University Co-op. My husband, Robert Roniger, has taken a contract flying for a German airline and has just arrived in Germany. He has been named Project Manager of the enterprise. I know he has been an inspiration to those young aviation Flight Engineer students. Here is three kids, aviation is for the strong.

The sky's the limit - best wishes and safe landing.

Mrs. Robert (Jan) Roniger

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• Bed Room

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Mrs. Robert (Jan) Roniger
Northrop 1st F-18 Major

Assembly Schedule

LOS ANGELES - Aug. 13, 1977 - Assembly of the first major components for the U.S. Navy's new F-18 Hornet strike fighter began on schedule this week at Northrop's aircraft manufacturing facility in Hawthorne, Calif.

Witnessed by many of the company's 2,500 employees currently involved in the F-18 program, the milestone event marked the start of production of the new aircraft's center and aft fuselage sections. This assembly procedure signals the beginning of the final manufacturing process that will lead to the first flight of the initial F-18 in the fall of 1978.

The U.S. Navy, calling the F-18 "our single most important aviation development program," in its 1977 posture statement to the Congress, has indicated a requirement of 281 Hornets. Earlier this year the Navy reported to Congress that the F-18 program "is doing well, is on schedule and has met all technical milestones to date." This week's un-scheduled start of final assembly of the first of the new F-18s marked the continuation of this record.

In addition to the Navy's use of the F-18 as both the fighter and attack role, the Marines will utilize the Hornet in both a light attack and air defense role. Admiral J.L. Holloway, Chief of Naval Operations, has characterized the aircraft by stating that "In its cost class, the F-18 provides unprecedented capability to perform the Navy's fighter and attack missions."

A prototype of the F-18 has been conducting initial demonstrations at a number of Navy and Marine Corps bases. U.S. and Western European pilots and command personnel have witnessed the F-18 prototype demonstrate what the aircraft will do in the combat arena. Commenting on his own flight experience in the aircraft, a top Navy fighter pilot said that in certain circumstances the prototype F-18 flying today "is superior to any tactical fighter we have in the Naval inventory." One Navy fleet commander said "It will give the pilot a better performance at an earlier state before two F-18 prototypes have accumulated nearly 500 hours of flight test and demonstration time.

The Navy has scheduled the F-18 to enter fleet service in the early 1980s. After an extensive flight test program.

Northrop, in a unique teaming agreement with McDonnell Douglas, St. Louis, prime contractor on the Navy F-18, is responsible for building the center and aft fuselage, including engine installation, and the vertical stabilization of the new aircraft that will eventually replace two airplanes - the F-4 and A-7 - currently in Navy operational service. The assemblies started this week are the first major portions of the F-18 to be constructed and will ultimately be shipped to St. Louis for final assembly of the aircraft.

Avion Pizza Contest

Hei! all you avidest beer-loving E-Rau students.

Is this your face, bring it into the Avion office and you will get a free pizza coupon from Fapy

Delta To Inaugurate Atlanta-Denver; Atlanta-Tulsa Service

Delta Air Lines will inaugurate nonstop and direct service to Denver, and Tulsa, to most major cities in the Southeast. Travelers will, however, save time, enjoy more convenience, and in many instances, their fares will be lower than those paid in the past.

Garrett observed that Delta's new service to and from Atlanta-Denver will feature five daily roundtrips, four of which are nonstops eastbound (Denver to Atlanta) and three westbound (Atlanta to Denver). For passengers and shippers convenience, those have been scheduled to operate throughout the day. Delta's new schedule includes a Boeing 727-100 and F-18 Hornet and two daily nonstops eastbound.

In addition, a daily roundtrip Denver-Tulsa service will be offered. Delta's new Atlanta-Tulsa service will feature three daily roundtrips.

Southwest's new service from Atlanta to Tulsa, morning and evening nonstop jets to Atlantic, two daily westbound to

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Delta and on eastbound from Delta to Tulsa.

Garrett stated that all of Delta's new eastbound schedules (from Denver and Tulsa) will operate beyond Atlanta, creating new direct flight from these cities to such Southeast points as Charlotte, Jacksonville, Fort Lauderdale, Orlando, Chattanooga, Columbia (South Carolina), and Augusta (Georgia). Delta will operate many of its new westbound schedules (to Denver and/or Tulsa) from such Southeast points as West Palm Beach, Charleston, Orlando, Charlotte, and Jacksonville. All of Delta's new Denver and Tulsa points will operate beyond Atlanta. Delta's new schedule includes a Boeing 727-100 and F-18 Hornet and two daily nonstops eastbound.

"As at Delta," Garrett said, "are honored to have the opportunity to open these new air links between Atlanta, Denver, Tulsa, and the Southeast."

He also pledged to Denver and Tulsa, Delta's newest cities, "we determined efforts to bring to you the highest quality, no-fuss service it is possible for any carrier to provide."
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